

Secretary.
Hongkong, 12th October, 1895. [12901]

Today's
Advertisements.ZETLAND LODGE.
No. 52, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st November, 1899. [13584]

JUBILEE LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above Lodge will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 4th instant, at 8.30 p.m. precisely. When a short paper will be read by Wor. Bro. G. J. W. KING, P.D.G.R. on "Is Freemasonry Progressive?" Visiting Brethren M.M. are cordially invited. Hongkong, 1st November, 1899. [13724]

FOR SALE—A BARGAIN.

A DOUBLE-LENS
QUARTER-PLATE HAND CAMERA.
(Latest Improvements).

CARRIES ONE DOZEN PLATES.

For Sale with the Camera—PRINTING FRAMES, DEVELOPING TRAYS, WASHING TROUGH, SMALL CISTERN and LAMP.

Complete for \$70.

Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [13742]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship "FORMOSA," Captain Douglas, will be despatched for the above Port, TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 1st November, 1899. [13734]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship "YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st November, 1899. [13664]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ST. JEROME," will be despatched for the above port on or about the 15th instant and will be followed by "S.S. 'AFGHANISTAN'."

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 1st November, 1899. [13454]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

Eth. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

BRANDIES.

- A.—Hennessy's Old Pale, Red Capsule - - - - - \$18
B.—Superior Very Old Cognac Red Capsule - - - - - \$21
C.—Very Old Liqueur Cognac - - - - - \$24
V.O.—D.—Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36
V.V.O.—E.—Finest Very Old Liqueur Cognac, 1802 Vintage - - - - - \$48

All our Brandies are guaranteed to be pure COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOVEMBER 1, 1899.

NOTES AND COMMENTS.

THE WAR.

IS IT A VICTORY?

Once again the news from South Africa leaves us little to congratulate ourselves upon. It is pleasant to hear that General WHITE reports having repulsed the Boers and driven them back many miles, but the telegram is too meagre in detail for us to be able to judge as to whether or no a blow of any magnitude has been struck. Even if one Boer force has been driven back in the direction of the frontier we very much doubt if our troops at Ladysmith are sufficiently numerous to spare a force to follow up the advantage gained, and the fact that the men returned to camp after the engagement lends colour to the supposition that there is no intention of acting on the offensive and pushing the war into Boer territory until the arrival of reinforcements. And against this reported victory, if victory it can be called, we have to place the gain to the Boers by the capture of fifteen hundred mules and, in all probability, the mule battery which was stampeded at night. If Boer patrols were in sufficiently close proximity to the British camp to cut off such a large number of our transport animals it is but reasonable to suppose that they would not experience any great difficulty in capturing the runaway mule battery. We shall be surprised if GENERAL WHITE's hopes for the recovery of the guns are realized.

THE FLANK MOVEMENT.

What has become, too, of the Irish Fusiliers, the Gloucesters and the mountain battery sent out on Sunday last to clear the left flank. This Boer movement is evidently undertaken with the object of getting to the rear of the British and so cutting them off from Durban and, if successful, will mean that Ladysmith will be completely surrounded and, unless our troops stationed there prove strong enough to raise the siege, will have to be relieved if it holds out, on the arrival of the much belated reinforcements from England. Indeed, unless we are in receipt of much more reassuring news during the remainder of the week it may be taken for granted that the Boers will have practically gained possession of Natal, with the exception of Durban, which port would be protected by the guns of the warships. Our men in Natal are outnumbered by two men to one by the Boers and, as we pointed out some time ago, it is well nigh hopeless to look for British successes before we have a full army corps in the field. That army corps should have been in South Africa by now, but our organization has been once more found wanting and we must suffer in consequence.

THE RETREAT FROM DUNDEE.

The retreat from Dundee, as we pointed out when commenting on the telegram reporting the funeral of GENERAL SYMONS, must have been a hurried one. We are told that the entire kit of GENERAL YULE's column was abandoned there, and this points to the fact that the movement must have almost partaken of the nature of a flight. But why was such a precipitate retreat necessary? How was it that the troops were not sent to Ladysmith by rail? The answer to this is probably that the railway was already in the hands of the enemy and so our troops had to make a forced march, unencumbered by baggage or wounded, in order to avoid being cut off from their base at Ladysmith. The fight at Glencoe, preceding the retreat of GENERAL YULE, indeed shows that this must have been the case, for Glencoe is the junction at which the branch line to Dundee joins the main railway leading to Ladysmith and this point the Boers must have occupied. GENERAL YULE probably marching across the base of the triangle having Glencoe junction for its apex and so avoiding the Boer forces. So far we can only say that our troops have either met with exceptionally bad luck or else a series of colossal blunders must have been made. But upon this point it will be impossible to decide until the detailed accounts of the fighting and movements of the last week or two reach us. One thing is certain, however, and that is that every British reverse, every life lost and every Boer gain is to be laid to the charge of those responsible for the criminal negligence and folly of allowing us to be thus caught unprepared. When matters have been settled one way or another a most searching enquiry should be held and somebody brought to book.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 30th.

It has been ascertained by a balloon ascent that the Boers to the number of 16,000, 20,000, (16,000 to 20,000) form a semicircle Northward of Ladysmith and are strongly entrenched. Detachments are also getting to the rear, probably to cut the railway Southward. The Boer patrols have captured 1,500 mules near Ladysmith. The entire kit of General Yule's column was abandoned at Dundee.

RE-INFORCEMENTS.

Six more transports have been chartered and will sail before the 10th prox. A regiment is forming to serve in South Africa consisting of upwards of 150 men from each of the horse-guards. The first and second Life Guards are ready to start in a week.

BOMBARDMENT OF LADYSMITH.

The Boers began shelling Ladysmith this morning with 40 pounders but the guns were silenced after seven shots from the British.

The Boers are now advancing on the British left flank.

TELEGRAM FROM THE GERMAN EMPEROR.

The Emperor William, as Colonel of the Royal Dragoons has wired his farewell to the

regiment, hoping for their safe return from South Africa.

THE WAR.

General White reports an engagement yesterday in which the Boers were repulsed after several hours fighting. The British loss was 100; that of the enemy greater. The Boers were very numerous and had many guns. The enemy was pushed back many miles and the British returned to camp unmolested. The Irish Fusiliers the Gloucesters and a mountain battery which were sent out on Sunday to clear the left flank have not yet returned. Night firing caused mules to stampede with some guns which General White hopes to recover.

WEATHER REPORT.

The Observatory report says—On the 1st at 11.55 a.m. the barometer has risen on the China coast. The low pressure area is probably lying in W. Japan, and pressure is highest over N. China. Gradients slight to moderate. Fresh monsoon on the coast, and in the N.E. part of the China Sea. FORECAST—Fresh N.E. winds; fair.

S. S. "TUNGKONG" ASHORE.

Capt. Dixon of the steamship *Samsui*, reports that the West River boat steamship *Tungkong* ashore North of Cap-sui-mun this morning. She seemed to be badly ashore and appeared to be full of water. The Chinese passengers were all crowded on the top deck.

LOCAL AND GENERAL.

The Secretary of the Royal Engineers' Football Club is open to receive challenges from other Clubs in the Colony.

We hear that H.M.S. *Glory*, the *Centurion* relief, will be ready for commissioning on or about the 25th March next.

The Joint Telegraph Companies inform us that telegraphic communication between Foochow (Sharp Peak) and Tamsui was re-opened last evening.

SOME surprise was occasioned yesterday by the *Bonaventure* donning a suit of grey. This was not "war-paint," however, but simply a ground-work for her final coat of black.

CAPT. RAYMOND, who was charged at the Magistrate with taking the steamer *White Cloud* to sea in an unseaworthy condition and who has been committed to take his trial at the Supreme Court, commencing on the 18th inst., has been appointed to take two launches (*Washington* and *Sternberg*) to Manila to-morrow. He has been granted permission, on the promise that he returns in time to stand his trial.

The Hongkong Hockey Club will have an inter-Club match, under 26, and over 26, to-morrow afternoon, commencing at 4.30 p.m. sharp, for which sides have been chosen. Any members of the Club, or any wishing to become members, who wish to play in games are invited to send their names to the Honorary Secretary (Mr. F. B. Deacon, 35 Queen's Road) in the event of the lists not coming round to them. At present the match days are Tuesdays and the inter-Club games for practices Thursdays.

TUNG TAI, a Chinese carrying coolie, was arrested before Mr. Gompertz this afternoon charged with the murder of Fong Wai another coolie. The evidence went to show that the two coolies, who were engaged in carrying some goods, started quarrelling and Tung Tai, having in his hand a bamboo carrying pole, made a violent onslaught on the unfortunate Fong Wai, whose skull got cracked in the course of the struggle, causing his death. The evidence was clear and the magistrate committed the prisoner to take his trial at the next criminal sessions.

THE German steamer *Mathilde* which we (*N. C. Daily News*) reported in our issue of the 27th ult. as having met with a mishap, broke her tail-shaft when half-way between Shau-shan and Kiao-chow. The accident was evidently the result of a hidden flaw in the metal as the shaft at the time was perfectly smooth, and no undue strain was brought on the shafting. The vessel was too far to the westward to be sighted by the numerous steamers making to and from the Promontory, however, she was fortunately picked up by the German cruiser *Hertla* bound from Kiao-chow to Shanghai and towed to port.

THE exact facts as to the casualties connected with the railway accident at the bridge over the Hokki River seem to be now known. The total number of fatalities, including those that died subsequently of their injuries, is 20. Thirty-four persons were carried for treatment to the hospital of Utsunomiya. Of these 24 have recovered completely and left the hospital; four are making rapid progress, and the remaining six, though badly hurt, are expected to be soon convalescent. The number who escaped without injury was 16. Thus the total passengers were 70. The Company's pecuniary loss is estimated at forty thousand yen.—*Japan Mail*.

THE Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Wong Shi Tong	.....\$20
Ng Lai Kok	.....5
Yu Sing Shun	.....5
Chiu Cheong	.....5
Tak Hong	.....5
Yee Hing	.....5
Sun Tung Chong	.....5
Kwong Wa Yun	.....5
Fung Tang Kee	.....5
Chu Yau Lan	.....5
Kwan Wo Leong	.....5
Chu Wing On	.....5
Tung Chan	.....5
Under \$5	.....33
	.....\$113

A MISSIONARY correspondent asks the *Japan Mail* for an opinion as to whether missionaries, who draw their salaries from foreign countries, will be liable for income tax. It is a difficult question. The only provision of the Income Tax Law that seems applicable is to the effect that the following incomes are among those not liable to taxation, *guthoku mata wa komo horitsu no shiko senaka chi ni okeru shokuryo ni yoru shokoku* (incomes derived from occupations in foreign countries, or in places where this Law is not operative). The missionary's occupation is in Japan, but the source from which he derives his income is beyond the purview of the Law. We (*Mail*) believe that according to British practice he would be liable, but we are unable to say what view the Japanese authorities will take of the matter.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held at the Council Chamber at the Government Office, there being present His Excellency the Governor (Sir Henry Blake, G.C.M.G.), the Hon. J. H. Stewart Lockhart, G.M.G. (Colonial Secretary), the Hon. H. E. Pollock (Acting Attorney-General), the Hon. R. Murray Rumsey (Harbour Master), the Hon. A. M. Thomson (Colonial Treasurer), the Hon. R. D. Ormsby (Director of Public Works), the Hon. F. H. May, C.M.G. (Captain Superintendent of Police), the Hon. C. P. Chater, C.M.G., the Hon. Dr. Ho Kai (Hon. H. A. Whitehead, the Hon. J. J. Kirkwick, the Hon. Wei A. Yuk, and Mr. R. F. Johnston (Acting Clerk of Councils).

FINANCE COMMITTEE REPORT.

The Finance Committee report upon the table the Finance Committee Report (No. 7). He said: a reference to the report would show that it referred to two matters—an item of \$2,000 in aid of the Water Account, and the Supply Bill. The first vote was recommended by the Finance Committee. With regard to the Supply Bill, all the items were unanimously recommended, but when we came to the part of the Estimate dealing with "Public Works Extraordinary" the unofficial members wished the consideration of items under that head postponed for a fortnight, they might go into them, and knowing His Excellency was desirous of giving full time for consideration of the Estimates, he took upon himself to adjourn the meeting of the Finance Committee for a fortnight. The Colonial Secretary moved that the water account vote of \$2,000 be approved. The Colonial Treasurer seconded and the motion was declared carried.

LAW RELATING TO SOLICITORS.

The Acting Attorney-General begged leave to move the second reading of a Bill entitled An Ordinance to amend the Law relating to Solicitors. Honorable members would remember, he said, that during the year an ordinance had passed through the Council to amend the law relating to Solicitors. That ordinance was sent to the Secretary of State and remained there before the amendments were made or taken in hand the death rate had not increased at all but had decreased, though the population was increasing. As to surface overcrowding, they would find if they took the population in the different districts that the cases of plague were not in proportion to the population. This fact shook one's faith in the statement that it was overcrowding which had brought about the present state of affairs.

His Excellency said that to increase the size of cubicles must inevitably mean the increase of rent and naturally an increase in wages. It was for the Council to say whether they thought the size of the cubicles should be increased or not. He had a strong opinion upon the matter himself.

The Director of Public Works said there was something in what the Hon. Dr. Ho Kai had advanced. Eight feet by eight feet was a very rigid measurement to lay down and might not suit all houses. He proposed that the sub-section should read as follows—"No cubicle used for sleeping purposes shall have a less floor area than 64 square feet or a less length or width than seven feet."

This motion on being put to the Council was carried; clause 5 was then proceeded with and passed.

Clause 6 was then considered and after considerable discussion passed without alteration. The discussion of clause 7 and two amendments, one by the Acting Attorney-General providing a window overlooking the open space at the rear of the building and the other by the Hon. T. H. Whitehead with reference to the depth of frontage, was postponed for further consideration, the Acting Attorney-General mentioning other amendments he proposed bringing forward.

Clause 8 was also held over.

In Clause 9, the words "May if the Director of Public Works thinks fit" were inserted after the words "and" and before the word "provided" in the third line.

The Director of Public Works asked the Acting Attorney-General if there was anything in the Bill to prevent the owner of a private street or lane building over it in order to evade this clause entirely. There was nothing in the Ordinance to prevent him from doing it by-laws had been passed by the Sanitary Board with the view of meeting such cases. It seemed to him, however, that it should really be provided for in the Ordinance. There were many private lanes in the city, and a man wishing to avoid all this trouble would cover over his lane.

The Captain Superintendent of Police said such a case had actually occurred. There was a block of property in Wanchai with a lane down the back, and this lane was now completely covered. The Sanitary Board tried to stop it under the by-law but they did not succeed.

His Excellency the Governor—where there are no windows opening on the lane?

The Captain Superintendent of Police—He has got what he pleases to call backyards, and this complies with the Ordinance.

The Director of Public Works—What I suggest is that it be provided that all existing lights be left as they are.

The Colonial Treasurer—The questions of compensation would come in.

His Excellency the Governor—Certainly.

The Captain Superintendent of Police—If this Bill is passed I do not think a man would be likely to do that.

The clauses 10, 11, 12, 13, 14, and 15 were passed as they stood.

His Excellency the Governor—Clauses 7 and 8 will stand over till our next meeting, and I shall be glad if honorable members who have amendments—the Hon. Attorney General and the Hon. T. H. Whitehead—will let the clerk have them so that members may consider them fully.

The Council then resumed.

THE RATING BILL.

The Bill entitled an Ordinance to amend the Rating Ordinance, 1888, was read a third time and passed.

The Council adjourned until Monday week.

The Hon. Wei A. Yuk said he had endorsed all that the Hon. Dr. Ho Kai had said. His Excellency the Governor said he had very great difficulty himself on this question of overcrowding. He knew that the popular opinion was that overcrowding and the height of houses were at the bottom of this visitation of plague, and it had frequently appeared to his mind that if it was satisfactorily proved to that Council that the cause of the epidemics of plague was overcrowding the simplest way of making a beginning to remedy the evil would be to enlarge the cubicles. But in saying that he was by no means certain that the evil could be remedied in this way. Statistics did not bear out the general assumption that the sanitary state of the town was due to surface overcrowding, or that the mortality from plague followed the rate of overcrowding in the town. He had been looking very carefully over all these things, and he might say that a short time after he came here he visited about 30 of the worst houses which could be shown to him by the Medical Officer of Health. It was perfectly clear to his mind that the ground floors of some of these houses were utterly unfit for human habitation, because they could not see at all without a lamp. The cubicles in them were absolutely dark, and it was quite clear to him that people should not be allowed to live in such places. On going through the houses, which he did from roof to cellar, he confessed he was struck by their cleanliness. He did not find the state of filth which he was led to expect to find. On the contrary, he found the houses quite as clean as the same class of houses in London. The cubicles were very small, and there were a large number of people living in them, but in the fact he looked into the question he found that the instances of plague did not follow the rate of population at all. He would have expected to find, if overcrowding had been the cause of the in sanitary state of the town, that the death rate would have gradually increased as the population of the town increased. They knew that the population of Hongkong was very much greater than it was in 1878, but he found that the death rate that year was 30.35 whilst it was but 22.50 last year. Of course there had been sanitary improvements since 1878, but still the fact remained that before these improvements were made or taken in hand the death rate had not increased at all but had decreased, though the population was increasing. As to surface overcrowding, they would find if they took the population in the different districts that the cases of plague were not in proportion to the population. This fact shook one's faith in the statement that it was overcrowding which had brought about the present state of affairs.

W.O.'s CLUB.

ANGLO-AMERICAN ALLIANCE.

A very successful smoking concert was given by the members of the above club to the officers and warrant officers belonging to the U.S.S. *Oregon*; the concert was also a parting to Messrs. Kennedy and Thomas, who are leaving for England next Thursday per P. and O. steamer *Java*. A most convivial evening was spent, Corral Bright, R.M.L.I., presiding at the piano, the vocalists being Messrs. Reynolds, Creber, Jordan, Ridgway, Johnson, Woodson, Bentley, and Graham. Mr. Grey gave some fine selections on the violin and Mr. Farz a humorous musical sketch on the piano. Mr. J. J. Kirkwick, of the club, being called upon by the President, Mr. Boughton, to propose the health of the visitors, said it gave him great pleasure to see so many present. The co-operation of the British and American nations in America, Britain and Siam had shown that their alliance had something more solid about it than the Franco-Russian alliance. He would liken it to the skin of a rhinoceros, it was so hard to part asunder, he was going to say the hide of a bear, but that might hardly be appropriate as he wished to see their skins bored with Lee Metford bullets. America had been busy in the Philippines and now was out in the Transvaal; neither had asked for assistance but he was certain when it was required they would vie with each other to render it. He was greatly pleased to see so many officers present as it showed the good feeling that existed between the quarter and lower decks. In conclusion he referred to the good service rendered to the club by Messrs. Kennedy and Thomas. Commander Penderleath responded for the officers in a few well-chosen words, concluding with toasting Mr. Boughton and the members of the Warrant Officers' Club.

Mr. Mages, U.S.N., on behalf of America, said—You are our cousins; we are your brothers, descendants from the same stock. There was but a little commercial jealousy between the two nations, nothing else. They spoke the same language, had the same enterprises and their commercial interests were identical with those of Britain, and foretold that when John Bull and Uncle Sam got together the map of the world would be slightly altered. He concluded by toasting the Anglo-Saxon Alliance.

The evening terminated by singing "God save this Queen," "Marching through Georgia" and "Auld Lang Syne" with all hands heartily clapped.

FOOTBALL.

H. F. C. versus N.A.V.

A capital game was played under Rugby rules yesterday afternoon at the Happy Valley between the above teams. The match was well worth watching; for the play was very open, and the quarters were given numerous opportunities to show what they could do. Captain Waymouth, R.A., carried the whistle, and on his sounding it for the start the Club set the ball rolling. The kick-off was returned and Hancock marked. Three or four scrums were fought in the Navy's quarters, and the Club's halves secured the ball from each scrum, but instead of sending the leather out to their backs, they tried to get around the scrum, and passed the ball close on to each other, which made a game uninteresting for a time.

The Navy however, broke away and got within a dozen yards of the Club's goal-line, where Tuck fell on the ball, afterwards smartly kicking in to touch. Hancock secured and made a good run when Bell "grasped" him. The Navy got away with a fast dribble, and Cox had to sprint hard to catch the forward who had the ball at his toes. A scrum was formed in the Club's 25. Strong snapped the ball when it was held up, and Gibson, Gibbs and Bell did a splendid bit of passing. Hancock, however, secured the ball close on, and gave Cox a huge kick, but the Navy passed for while.

On one occasion, during the time of pressure, another round of passing took place, and the sailors sought to have scored, but Gibson gave a forward pass to Hall, a scrum in consequence being formed. Cox relieved the Club with a sprint, and he looked like getting over the line, but he was collared when he had only the back to pass. The Navy got back into the Club's 25 again, but the latter were awarded a free kick. The ball was secured by Tuck after the Navy had returned the free kick, and he made a good bid to get over. He ought to have passed to Hancock, but he only lost a chance of doing so. From the scrimmage Stevens secured and passed to Gibson, but Cox intercepted the pass to Hall and he ran past all opposition except Thomas, the back. Benn was prominent with a smart bit of play, but the Club pressed, and Wilkinson made a good attempt to get over. Gibbs, however, was too fast for him and bowled him over. The Navy worked the scrums very well, and got over the halfway line, and from a line-up Benn went clear away but Thomson tackled him grandly. Benn, however, managed to pass to Gibson, who kicked the ball over. Hancock for his respective sides were prominent with some good attempts to score up to half-time, when the whistle was sounded for the cover.

HALF-TIME: NO SCORE.

On resuming, the first scrum was formed in the Navy's quarters, but Hancock got in a good kick, and receiving from Gibson, the Navy secured and started some passing which was intercepted, the ball falling to the ground. Hancock was on hand, smartly securing the leather and dashed away. Gibbs went in pursuit, but the pursued was too fast. The back however, tackled him, but Hancock got over. McKerrill made a good attempt to negotiate the major part from a difficult angle.

On the game being resumed, Hancock was again in evidence, but Thomas prevented him getting the ball into play. The Navy tried hard to get into the Club's territory, but the forwards were played well, and the sailors were forced up close to the Club's line, and the latter were prominent with some good play.

On the 10th minute, the Navy secured and passed to Gibson, but Cox intercepted the pass to Hall and he ran past all opposition except Thomas, the back. Benn was prominent with a smart bit of play, but the Club pressed, and Wilkinson made a good attempt to get over. Gibbs, however, was too fast for him and bowled him over. The Navy worked the scrums very well, and got over the halfway line, and from a line-up Benn went clear away but Thomson tackled him grandly. Benn, however, managed to pass to Gibson, who kicked the ball over. Hancock for his respective sides were prominent with some good attempts to score up to half-time, when the whistle was sounded for the cover.

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On the game being resumed, Hancock was again in evidence, but Thomas prevented him getting the ball into play. The Navy tried hard to get into the Club's territory, but the forwards were played well, and the sailors were forced up close to the Club's line, and the latter were prominent with some good play.

invaded the Club's quarters, where the ball was given to him, who scored a try, after making a corker-like run. Benn failed badly in trying to place a goal from a good position. The navy tried all they could to equalize, but the defence of the Club was too good, and a capital game ended in favour of the H. K. F. C. by a score of 16 points to 3.

Hancock played a great game, although it would be difficult to place him ahead of Gibbs, who is a sterling player. Hancock did well, his sprints were good, and at times his tackling was also. In the latter though, he has yet to learn to tackle his man low, for Gibbs two or three times handled him off when he tried to collar him high. A nip of the build of Gibbs must be tackled by the legs to bring him down. Hall is a good three-quarter, but, somehow, yesterday he did not get chances to shine. Strong was about the best of the halves. All the forwards worked hard, but Benn and McMurrie were perhaps the most prominent. The teams were as follows:—

H. K. F. C.
Hancock, Buck, Cox, Wilkinson,
Williamson, Stevens,
Castle, Loring, Lewis, Izat,
Morrell, McMurrie, Higgin, Deacon.

NAVY.
Benn, Austen, Aldridge, Ballard,
Brook, Kane, Daig, Davidson,
Gibbs, Strong,
Hill, Gibbs, Gibson, Hall,
Thomas.

NEWS FROM JAPAN.

(From Japan Papers.)

Miller's Last Appeal.

Robert Miller, as stated in a Tokyo telegram published in our issue of the 16th instant, has availed himself of the "three days' grace" given him to appeal against his conviction. He will take several months before the case is finally adjudged.

Strike of Iron Workers at Yokohama.

The operatives in the Iron Works at Yokohama applied to the Guild of the Iron Works on the 15th instant asking that their wages, which are at present 70 sen a day each, should be raised to 90 sen. The application was refused, and the men in consequence struck work at noon on the 20th. On their assembling at Makuzigahara the police officials tried to disperse them, but in vain.

Increase in Tobacco Crop.

The new crop of leaf tobacco now being received at the various monopoly offices in the Empire shows a large increase over the figures for last year. The total quantity of the leaves to be received throughout the Empire is estimated at least 13,500,000 *kwanme* (about 113,129,000 lbs.), which is an increase of 46 per cent.

The Case of the "Tamba-Maru."

The delay in dealing with the charge against Mr. Kent and the counter-charge against the Quartermaster of the *Tamba-Maru*, says the *Japan Gazette*, is little short of a scandal. The occurrence took place on the 28th Sept., and the vessel arrived in Yokohama on the 3rd ult. At midnight on the 9th the officers implicated were, with the exception of Mr. Kent, arrested, the charge against them having been laid on the 6th. Mr. Kent was not taken into custody until the 10th, and on finding substantial security for his appearance on the hearing of the case he was admitted to bail. The charge against the other officers had in the meantime been dismissed, they were, nevertheless, requested to hold themselves in readiness to give evidence when the case came on. As has before been stated, these gentlemen had all been distributed amongst various vessels, and the loss and inconvenience to them must be very considerable. Up to the present they have not had any intimation as to when the hearing of the case will take place, and in consequence they are detained in Yokohama for an indefinite period.

The Iron Market in Japan.

According to the *Osaka Mainichi*, the iron market has been generally active for some time past, and iron of all descriptions is especially in demand. The advance in the price of iron in Europe and America last Spring made the Japanese dealers hesitate to issue orders, with the result that there is a scarcity of stock. The dealers were in consequence obliged to send orders at a price considered an unfavourable moment, and they anticipated losing by the transaction. This anticipation was not fulfilled, however, as owing to the price in the European and American markets continuing to advance, and the demand in Japan continuing to increase, an unexpected profit was realised. Iron pipes of 2 to 3 inches in diameter are in specially good demand, owing to their extensive use in the petroleum industry in Echigo province. They are now being sold at any price the holders ask.

The Dysentery Epidemic.

A SHOCKING DEATH ROLL.

Investigations made on the 17th inst. by the Sanitary Bureau in the Home Department showed that the total number of cases of dysentery throughout the Empire since the outbreak of the disease this year was 90,208, of which 18,536 ended fatally. This was an increase of almost 2600 per cent. as compared with the corresponding period of last year. About 2,000 fresh cases and deaths are still reported daily throughout the Empire. The prefectures where more than 10,000 cases are reported are Niigata and Iwate, and the places where between 1,000 and 8,000 are reported, are Tokyo, Kyoto, Kanagawa, Hyogo, Satsuma, Chiba, Tochigi and thirteen other prefectures.

On the 15th inst. a case of dysentery took place on board the battleship *Chinyen*, now in harbour here. The sailor was immediately removed to the Infectious Diseases Hospital, and the vessel was thoroughly disinfected.

Notice to Mariners.

The following Notifications No. 279 and 280 of the Department of Communications have been issued:—

URAGA CHANNEL—EXHIBITION OF TEMPORARY LIGHTS ON THE PORT NO. 3.

Notice is hereby given that the Staffs Light erected by the War Department of Port No. 3, Hashimotozaki, Bay of Tokyo, has been broken up by the storm on the 7th of October, and a fixed Red Temporary Light exhibited from the 8th of October. The Temporary Light which illuminates the whole area is 25 feet high from the base of the light. The elevation of the Temporary Light above the sea is 41.5 feet.

KITA-KANAKI BAY—POSITION CHANGED.

Notice is hereby given that Kitakane Bay, situated at the East of Matsushima, Miyagi Prefecture, Province of Sagami, Kanagawa Prefecture, has been shifted 3 1/2 cables south-eastward of its former position. The buoy is now in 5 fathoms of water at Low Water Spring.

Tides. The buoy lies in the line drawn from Katsurikisaki Beacon to Tadokasi, bearing S. 25° E. (true). The cross bearings taken from the buoy are as follows:—
Hashima, S. 38° W. (true).
Yeboshijima, W. (true).

The Foreshore Question in Yokohama.

The *Chuo* issued an express recently reporting that the charter for reclaiming the foreshore of the Bluff Settlement, Yokohama, from Negishi-mura to the end of the creek Ward Office, Tokyo. This puts an end to the desperate competition between two parties, one Mr. Oyama's party and the other the Yokohama-gumi, the latter consisting of a number of Yokohama citizens, which reached its climax at the beginning of this month. Justly speaking, the Yokohama-gumi were entitled to claim the charter, taking into consideration that the party were the first applicants for the work and indefatigably continued their movement from 1889 till the present time, in the course of which an arrangement was made with the City Office, which latter agreed to leave the work entirely in their hands, on the terms that 2,000 *tsubo* and 5,000 *tsubo* of the reclaimed land were to be added gratis to the city and the prefectural properties respectively. A few years later, when Count Itagaki was Minister for Home Affairs, succeeding Count Kabayama, the promoters applied to the Home Department for the prompt issue of a charter for the work, but the Count refused the request on the ground that it might cause some complaint among the foreigners in Yokohama, as in Kobe and Nagasaki, but the applicants succeeded in obtaining a charter to reclaim a lot of 30,000 *tsubo* in Honmoku, that for the balance of 80,000 *tsubo* being reserved till after the coming into force of the new Treaties. On this understanding, the applicants forwarded, some time in September, 1897, a new application to the Home Department, which was supported by the Yokohama City Assembly, and endorsed by the Kencho authorities, so that nobody doubted that a charter would be granted to the party. In the meantime, a Tokyo merchant named Mr. Hyamada Shinzo, assisted by some Liberals, formed a party and appeared in the field, as a rival party whose members, according to the *Mainichi*, finally succeeded in approaching the Government and compelling the Premier to promise them a grant of charter as a return for Mr. Oyama's contributions to the amount of ¥30,000 required by the Government, in the course of the 13th session of the Diet, as a fund for buying votes. *Japan Herald*.

Nagasaki as a Free Port.

In a recent issue we (*Nagasaki Press*) published a report which had found currency in the vernacular press to the effect that the Imperial Government had under consideration the question of opening Nagasaki as a free port.

A press representative interviewed the Commissioner of Customs with the view of ascertaining whether he had any information to impart on this important matter. Mr. Noda stated that he was not aware of any such impending change, and that he thought it extremely probable that some contemplated amendments in the regulations relating to bonded godowns may have given rise to the rumour. These alterations will provide for the establishment of "Free Warehouses," in which goods destined for other ports may be opened and repacked and will greatly facilitate transshipment business as they will dispense with many of the formalities attaching to the present system.

Any reforms which will remove some of the superfluous "red tapeism," so unnecessary in the case of transshipment cargo, will be welcomed by this community and it is satisfactory to learn from an authentic source that the Financial Department is turning its attention to the simplification of its methods.

What chiefly concerns us, however, in the present article, is the complete opening of the port, and we can conceive it to be very possible that the heads of the State may not as yet have formulated their scheme to the length of imparting it to the executive officials. There are good reasons why such a step might well be engaging the attention of the Japanese Ministry. It is only quite recently that the Russians have announced their intention of opening Tallinn to international trade, while the newly acquired German port of Kiochov has been running on the same lines. Neither of these Governments can be supposed to have been actuated by a benevolent desire to adopt a liberal policy, and yet we know that in declaring for free trade their ultimate object has been to attract to themselves some of the prosperity enjoyed by Hongkong.

With these rivals in the field, the expediency of opening one at least of the Japanese ports is worthy of consideration, nor would the country lose in revenue or prosperity by this action. On the contrary, it is beyond questioning that the volume of trade attracted to the port would bring in its train other means of raising revenue for the Japanese exchequer more than sufficient to counterbalance the amount sacrificed by the loss of a trifling sum in Customs duty.

We assume that if such a course was decided upon, Nagasaki would be the port selected for the experiment, for apart from its manifest natural advantages rendering it the best seaport in the Empire, it is more favourably situated geographically, being nearer to the Chinese and Korean ports, while it has a closer connection with external trade than either Yokohama or Kobe. We venture to disagree with the Commissioner of Customs as to the impracticability of the scheme from a Customs point of view. He is perhaps not aware that the free port of Hamburg was satisfactorily worked by means of a "cordon" encircling the city, and with the very few means of egress from Nagasaki we can see no practical difficulty from this standpoint.

We cordially trust that the rumour has some foundation of truth in it, and anxiously await further developments.

LATE TELEGRAMS.

(From Japanese Sources.)

Storm at Otaru.

OTARU, October 19th.

On the 17th inst. Otaru was visited by a severe storm. The water rose 25 feet, the waves rolling over the beach. Not a place escaped without being damaged in one way or another. Eight houses and 28 bridges were swept away, and 50 houses were partly submerged. Considerable damage was also done to the local shipping, and to the railway between Otaru and Zenbako. Railway communication, which was interrupted, has been resumed.

A Steamer Aground.

NEMUKO, October 19th.

The steamer *Toshima*, 75 tons, was driven on a shoal during the storm. There is no loss of life. The steamer may be floated again.

The Crown Prince's Departure.

NUMAZU, October 19th.

H.I.H. The Crown Prince left for Kobe on board the *Asama* at 1.40 p.m. to-day. The

cruiser was escorted by the *Yokohama*, *Atsuta*, and *Takatsuki*, the pick of the Japanese cruisers.

The Masanpo Affair.

SAIGU, October 19th.

The Russian Minister, on receipt of the final reply from the Korean Government, referred the matter home. Pending the arrival of instructions from St. Petersburg, there is a temporary lull.

The Latest Peking Telegram.

PEKING, October 19th.

The Russian Minister has resented the apparent estrangement of China from Russia, such evidence being furnished by the despatch to Japan of the secret mission, etc. Another report has it that Russia wants China to buy a large number of rifles and ammunition from Russia.

PHILIPPINE NEWS.

The following are taken from the *Manila Times* of the 23rd and 24th ult.:—

BIG FIGHT AT CALAMBA.

While everything was tranquil on the north line the day before yesterday the boys stationed at Calamba were having a warm time in the old town, or rather out of it.

They advanced from Calamba on the insurgent entrenchments in the vicinity. A heavy fight resulted, and the rebels fought stubbornly though they were at last compelled to give way under the fearful fire of our men. The artillery was brought into play and the trenches raked with shot and shell causing the enemy to flee in disorder.

Not satisfied with merely routing the enemy the American forces took up the chase and pursued them for three miles into the country, losing them in the dense jungle of the hills which skirt the lake.

The enemy's loss is estimated to be very heavy and the American loss was one killed and six wounded. The report which had spread about town to the effect that our casualties were between 20 and 30 proved to be unfounded upon inquiry in the proper channels, and the above figures are the total extent of our loss.

The hospital launch *New York* went up to Calamba yesterday morning to bring down the dead and wounded.

AGUINALDO'S SHREWDNESS.

JARO (Panay) P. I. October 19th.

Aguinaldo's shrewdness in directing his trusted lieutenants to Panay Island to arrest General Angeta and thus end all possibility of negotiations for a surrender of the Filipino army and its arms and ammunition, seems to have accomplished the purpose intended, and it can be said that all hopes of the United States troops peacefully occupying rebel territory has been, for the time being, abandoned. It is understood that the victims of the Dictator's shrewd coup, Angeta and President Yusay, are now both at liberty on honour of parole and are exercising absolutely no power. They are closely watched by General Delgado's secret police to prevent any communication with the U. S. army.

Gen. Pulion has already inaugurated a more active policy in the conduct of the war than was in force before the Tagalos resorted to the high-handed plan of assuming entire command, and on the night of the 14th hostilities were suddenly renewed. Shortly after taps that night the rebels suddenly appeared in considerable force across the Jaro river and the skirmish line poured in several volleys to which the United States troops responded. At midnight the rebels had advanced to within 200 yards and a heavy fire was exchanged. There was a call to arms, and the order of major C. R. Paul, commanding the First Battalion of the 18th Infantry, to force was to reinforce the outposts and the entire garrison turned out ready to resist the attack. But the rebels suddenly withdrew and the forces were ordered back to their quarters. There were no casualties. All day Sunday there was a feeling that the rebels might rashly undertake to capture the town but they have been as quiet as church mice ever since, although industriously engaged in constructing block houses and trenches beyond the Santa Barbara road outposts.

Gen. Pulion evidently has some brave and crafty secret service agents. A posse of his signal corps detected signalling out to the enemy from a house in Jaro, using colored lanterns while the attack was being made. Two of them were caught bloody-handed as well as four that were in the house with them and are suspected of being part of the signal squad. One officer escaped. The case is a clear one and the spies will probably be punished according to their deserts.

While the attack was being made here, simultaneous attacks were made on Molo and La Paz, and acting Major Warwick had a busy night of it at Molo. At La Paz a insurgent became separated from his squad and did not turn up until Sunday afternoon. In a hand to hand encounter he had his captors, he killed one before accomplishing his escape. Unusual vigilance is being exercised all along the frontier to guard against any surprises, but it is generally believed the attack on Saturday night was simply got up by the rebel commanders to afford their impatient and discontented "braves" a little diversion, to sort of let off steam, while they wait for the influx of the vast army Aguinaldo has promised to send to Panay and the "unrolling of the bloody scroll" which General Pulion promised in his speech at Santa Barbara, a short time ago, after intimidating the Bisayan people had been enraged into an outbreak by the coarse tactics of the Tagalos on the way the Bisayans had been robbed by their emboldened leaders.

There is a remote possibility that a foolhardy attack will be made—an attack in earnest. It can be predicted that, if one is made, the comic ballad singers will get a reception that will speedily change their song into a death march.

COST OF THE BIG YACHT RACE.

The following account of the two great sloops, the *Shamrock* and the *Columbia*, taken from the yachting number of the *New York World* with a well repaid perusal.

That is the bill United Sam will be pleased to settle next lot. But really the money will be merely taken out of one pocket and put into another. First the yacht designers and builders get a share of this million. Sailmakers, riggers, skippers and crews all get a share of it. First the ardent devotees of the sport make a lavish outlay, but the sums they expend, enormous as they are, will be exceeded by the sum that comes of the host who "go to the races." The fares paid by the spectators in three or perhaps five international races amount to \$300,000.

At the last international yacht race crowds and crowds of visitors came to the metropolis and the hotel men benefited to the extent of at least \$200,000. But it is the real participants—the Liptons and Pierpont Morgans and Isidors—whose expenditures are interesting. Take the challenger first. The *Shamrock* will cost Sir Thomas Lipton \$125,000 (and that is less than the cost of producing the *Columbia*). The beautiful steam yacht *Erin* (formerly the *Agassiz*) cost him \$375,000. She will convey the *Shamrock* across the Atlantic and the

guests of Sir Thomas could have no more magnificent entertainment than she will offer. The *Erin* is 205 feet long and is about a thousand tons. She has been lavishly refitted at a cost of \$150,000. Her saloon, by the way, has been decorated with pictures of the American cup. The cost of racing the *Shamrock* and keeping her in commission will be little short of \$35,000, if a fair allowance is made for contingent expenses, extras etc.

The *Columbia* cost probably \$150,000 as she was when the Herreshoffs turned her over to Mr. Iselin. This sum includes the fancy price paid for designing her, for haste and superior materials used in construction, for sails, spars, rigging and stores. Here are some of the items as compiled by A. J. McVey, the yacht designer and writer of Boston: Tobin bronze, nickel steel, &c., \$13,000; castings, bolts and screws, \$3,000; frames, deck beams, ties, straps, &c., \$4,000; steel spars—mast, \$1,000; boom, \$1,300; gaff, \$1,100; bowsprit, \$600; total \$4,000. Rigging \$3,000; joiner work, hatches, companion ways, fittings, \$4,000; pine deck laid, \$3,000; lead, 90 tons, \$8,000; sails complete, made, \$8,000.

The skipper of the *Columbia* will doubtless receive \$4,000 for the season and a present if she defeats the *Shamrock*. The mate will get \$100 a month. Each of the thirty-two able seamen will get \$30; second mate, \$40, and four quarter-masters, \$35 apiece. Food will cost approximately \$600 a month while she is in commission. The tender which will follow the *Columbia* all season, accommodating her crew at nights and carrying extra spars etc., will cost about \$4,000 for the season. Then the dockage, repairs, alterations, towage and incidental expenses of the *Columbia* will amount to say \$18,000 more.

The New York Yacht Club has appropriated \$16,000 for the Regatta Committee, but hosts like Sir Thomas Lipton, J. P. Morgan and the Isidors will spend more than that sum individually in entertaining. Thus a rough estimate of what the cost of the international yacht race is, approximately \$1,000,000.

SHIPPING REPORTS.

Captain A. E. Hodgins, of the steamship *Hutchinson*, from Coast Ports, reports:—Moderate to fresh monsoon throughout. Steamers in Amoy on the 30th ult.:—*Venchow*, *Swatow* and *Salvadora*. In Swatow on the 31st:—*Maclean*, *Trym*, *Pechili*, *Fausang* and *St. Helens*.

NOTANDA.

CALENDAR.

OCTOBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.82
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

On date to 10 a.m. On date to 4 p.m.
Barometer 30.12 30.05
Temperature 77 75
Humidity 68 74
Rainfall — —

TO-MORROW.

On date to 10 a.m. On date to 4 p.m.
Barometer 30.12 30.05
Temperature 77 75
Humidity 68 74
Rainfall — —

ANNIVERSARIES.

1841—The Emperor ordered the defence of Taku and Tientsin to be strengthened.
1843—The Morrison Education Society's School opened.
1845—Temporary Government House completed.

1853—Russia declared war against Turkey.
1854—The discovery ship *Enterprise* arrived in Hongkong from the Arctic Ocean.
1856—War between England and Persia commenced.

1858—The Queen proclaimed direct ruler of India.
1876—The port of Quin-hon, Annam, opened to foreign trade.
1894—Death of Alexander III., Czar of Russia. Collision between steamers *Algon* and *Asama* at Yokohama.

1898—United States demand the cession of the whole of the Philippines Island.

TO-MORROW.

Thursday, 2nd November, 1899.
Chinese—29th of 9th moon of 25th year of Kwang-su.
Sun—Rises 6hr. 0min.
Sets 5hr. 22min.
High water—Morning 7hr. 18min.
Afternoon 7hr. 27min.
Low water—Morning 7hr. 29min.
Afternoon 7hr. 11min.

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SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Yarra*) 5th inst.
Indian (*Kimsang*) 6th inst.
Australian (*Australian*) 7th inst.
American (*America*) 11th inst.
Australian (*Chingta*) 12th inst.

The steamer *City of Dublin* arrived at Yokohama and sailed to-day for Tacoma.

The steamer *Gharu* from Japan, China ports Hongkong arrived in New York on the 31st ultimo.

The steamer *Kuangsang* from Calcutta and Straits left Singapore for this port on Tuesday 31st Oct. at 6 p.m.

The E. & A. Co.'s steamer *Australian* from Sydney left Port Darwin via Timor and Manila for this port on the 28th ultimo.

The M. M. Co.'s steamer *Yarra* with the next French mail, will leave Saigon to-day, Wednesday, at midnight for this port.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba, at Kowloon Dock.
Isle de Luzon, at Kowloon Dock.
Simila, at Kowloon Dock.
Liberal, at Kowloon Dock.
U.S.S. Oregon, at Kowloon Dock.
H.M.S. Endeavour, at Kowloon Dock.
Yuen-sang, at Kowloon Dock.
Independent, at Kowloon Dock.
Culgoa, at Kowloon Dock.
Porach, at Kowloon Dock.
D. Juan d'Austria, at Cosmopolitan.
Mongkut, at Kowloon Dock.
Taichang, at Aberdeen.

PASSED THE CANAL.

Outward—10th October—*Ayr Imenens*, *Konigberg*, 13th October—*Enlobova*, *Isa Mar*, 17th October—*Tantalus*, *Arab*, *Avola*, *Queen Cristina*, 20th October—*Purokita*, *Scotia*, *Telena*, 21th October—*Amir*, *Asama*, *Calania*, *Khalif*, *Konig Albert*, *Singapore*, 27th October—*Denald*, *Glenarney*, *Oceanic*, *Kamakura Maru*, *Kirkie*, *Norman Isles*.

Homeward—24th Oct.—*Canton*, *Pyrrhus*, *Alesia*, *Kanagawa Maru*, 27th October—*Trieste*, *Pisa*.

SWATOW WEEKLY SHIPPING REPORT.

(28th October, 1899.)

ARRIVALS.

Date.	Vessel.	Where from.	Agents.
Oct. 21	Kwang	Shanghai & Amoy	B. & S.
22	Formosa	Hankow	B. & S.
23	Haiman	Amoy	B. & S.
24	Maru	Hongkong	B. & S.
25	Beiching	Hongkong	B. & S.
26	Taiyang	Shanghai	B. & S.
27	Formosa	Hankow	B. & S.
28	Devaonag	Hankow	B. & S.
29	Shanghai	Hongkong	B. & S.
30	Wahai	Wahai	B. & S.
31	Cherhouse	Amoy	B. & S.
1	Madam	Wahai	B. & S.
2	Wongkai	Hongkong	B. & S.
3	Dr. H. J. Kier	Hankow	Woo Kee.
4	Dagmar	Hankow	B. & S.
5	Szechuen	Hongkong	B. & S.
6	Thales	Amoy	B. & S.
7	Ningpo	C'oo & Newchwang	B. & S.
8	Haiman	Hongkong	B. & S.
9	Hailong		

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 3rd Nov., at Noon.
INARA MARU W. Bainbridge	YOKOHAMA (DIRECT)	FRIDAY, 10th Nov., at 4 P.M.
IDZUMI MARU M. J. Currow	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & YOKOHAMA.	THURSDAY, 16th Nov., at 4 P.M.
BINGO MARU G. E. T. Cook	MARSEILLES, LONDON and ANT- WERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 17th Nov., at Noon.
KOSAI MARU J. Nagao	VLADIVOSTOK, via SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENULFO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KARUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 24th Nov., at 4 P.M.

* Through Passenger-Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st November, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,

&c., &c., &c.

Post Port Orders Received.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, &c.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:-

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA:-

WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road

Central, Hongkong.

CHEAP SALE

WITH

20% REDUCTION.

JAPANESE CURIOS,

Except

SILK PICTURES

AND

PHOTOES.

DURING 10 DAYS.

Commenced on from the 24th Oct.

D. NOMA,

No. 12, Beaconsfield Arcade,

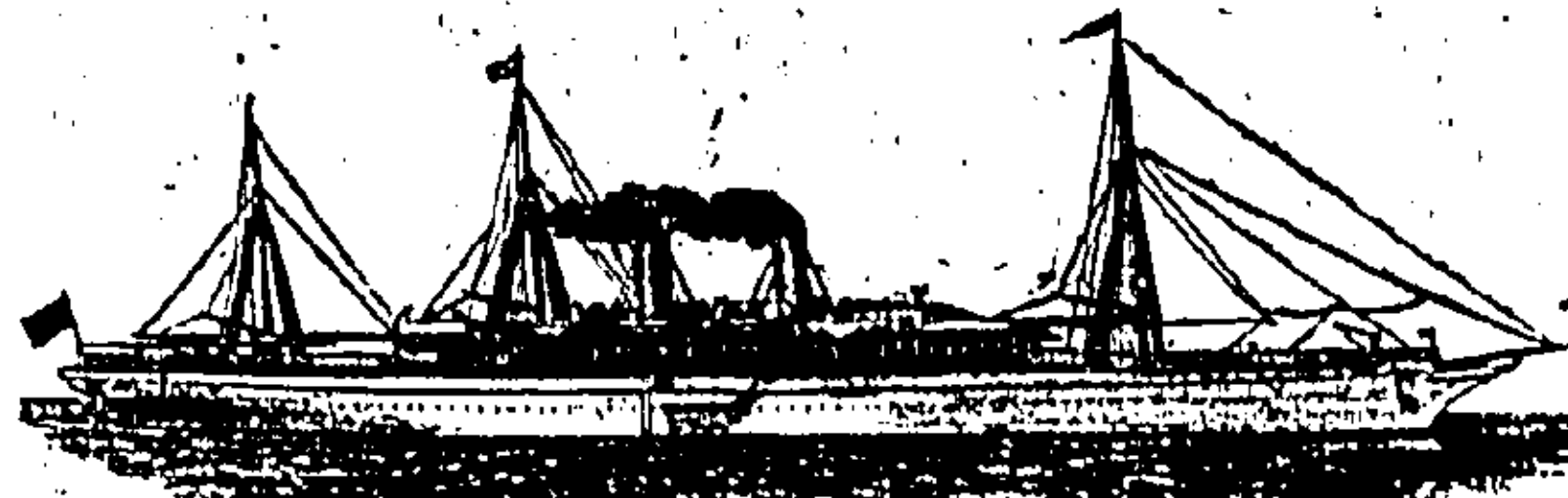
Opposite the City Hall.

Hongkong, 24th October, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 26th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, 13, Praya Street.

Hongkong, 23th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolul)

Tuesday, 14th Nov.,

at Noon.

HONGKONG MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolul)

Saturday, 9th Dec.,

at Noon.

NIPPON MARU (via

Shanghai, Nagasaki,

Kobe, Inland Sea,

Yokohama & Honolul)

Wednesday, 3rd Jan.,

1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU, on

TUESDAY, the 14th November, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination, the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899.

[1310]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.

THE 3 1/2 A.L. American Ship

"ST. MARK,"

Dudley, Master, shortly expected from MANILA

will load here for the above Ports and will have

quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Hongkong, 20th September, 1899.

[1198a]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated

CLEMENS, HUMBER and GRADATOR Co., Ltd.,

DUNLOP TYRES BICYCLES—PRICE, £160.

A special reliable Watch made for this Climate.

Quality A.....\$160

Quality B.....\$120

40, QUEEN'S ROAD,

Watson's Building,

[1310]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT,

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRIN-

CIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern.....Wednesday | 8th Nov.

König Albert.....Wednesday | 13th Dec.

Prinz Heinrich.....Wednesday | 27th Dec.

Preussen.....Wednesday | 10th Jan.

Sachsen.....Wednesday | 24th Jan.

Sachsen.....Wednesday | 7th Feb.

Oldenburg.....Wednesday | 21st Feb.

Bayern.....Wednesday | 7th March.

Sachsen.....Wednesday | 21st March.

König Albert.....Wednesday | 4th April.

Weimar.....Wednesday | 18th April.

Prinz Heinrich.....Wednesday | 2nd May.

Preussen.....Wednesday | 16th May.

Hamburg.....Wednesday | 30th May.

ON WEDNESDAY, the 8th day of Nov.,

1899, at 9 A.M., the Company's Steam-

ship "BAYERN," Captain E. Pohl, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port as above, calling

at NAPLES and GENOA.

Shipping Orders will be granted till NOON

on MONDAY, the 6th November. Cargo and Specie

will be received on board until 5 P.M. on

TUESDAY, the 7th November, and Parcels will

be received at the Agency's Office until NOON

on TUESDAY, the 7th November. Contents of

Packages are required. No Parcel Receipts

will be signed for less than \$2.50 and Parcels

should not exceed Two Cubic Feet in

Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 13th October, 1899.

[1293a]



THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's

Mails, will be despatched from this Port for

BOMBAY, &c., on SATURDAY, the 11th

November, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo (under a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 30th October, 1899.

[13]

Mails.

